

AGENDA

Commuter Rail Committee Meeting

September 18, 2008

12:00 p.m.

Location

SANBAG Office
Super Chief Conference Room
1170 West 3rd St., 2nd Fl.
San Bernardino, CA

Commuter Rail Committee Membership

Chair

Mayor Pro Tem Patricia Gilbreath
City of Redlands

Mayor Paul Leon
City of Ontario

Vice Chair

Mayor Paul Eaton
City of Montclair

Mayor Patrick Morris
City of San Bernardino

Mayor Kelly Chastain
City of Colton

Council Member Larry McCallon
City of Highland

Council Member Bea Cortes
City of Grand Terrace

Council Member Diane Williams
City of Rancho Cucamonga

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

The San Bernardino County Transportation Commission, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

The San Bernardino County Transportation Authority, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

The Service Authority for Freeway Emergencies, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

The Congestion Management Agency, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

As a ***Subregional Planning Agency***, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

Commuter Rail Committee Meeting

**September 18, 2008
12:00 p.m.**

Location: SANBAG Office, 1170 West 3rd St., 2nd Fl., San Bernardino

R.S.V.P. by Monday, September 15th to Daylene at (909) 884-8276

CALL TO ORDER

(Meeting Chaired by Mayor Pro Tem Patricia Gilbreath)

- I. Attendance
- II. Announcements
- III. Agenda Notices/Modifications - Daylene Burris

1. Possible Conflict of Interest Issues for the Commuter Rail Committee Meeting of September 18, 2008 Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Notes/Actions

Consent Calendar

2. Commuter Rail Committee Attendance Roster

Pg. 7

A quorum shall consist of a majority of the membership of each Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Discussion Items

3. Orange Blossom Trail

Pg. 9

1. Receive presentation on the proposed Orange Blossom Trail.
2. Direct staff to prepare a Trail-Use License Agreement with the City of Redlands for the segment of the Redlands Subdivision between Nice and Grove Avenues.

4. Report on the NASCAR Pepsi 500 Chartered Train Service

Pg. 11

Receive Report

5. Measure I 2010-2040 Strategic Plan – Metrolink/Rail Component

Pg. 13

1. Receive information and provide direction to staff on further development of a financially feasible strategy for the Valley Measure I 2010-2040 Passenger Rail program.
2. Provide direction to staff on whether/how to proceed and/or a pay-as-you-go and/or finance/borrow scenarios.

Public Comments

6. Additional Items from Committee Members

7. Brief Comments by the General Public

Additional Information

Acronym List

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ADJOURNMENT

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

Meeting Procedures and Rules of Conduct

Meeting Procedures

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.sanbag.ca.gov.

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

Closed Session Agenda Items – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

SANBAG General Practices for Conducting Meetings of Board of Directors and Policy Committees

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.

The Vote as specified in the SANBAG Bylaws.

- Each member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he would like to amend his motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: September 18, 2008

Subject: Information Relative to Possible Conflict of Interest

Recommendation*: Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

Background: In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
		None	

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

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*Approved
Commuter Rail Committee*

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2008

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan**	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Patricia Gilbreath City of Redlands			X				X					
Bea Cortes City of Grand Terrace (Appointed May 2007)			X									
Kelly Chastain City of Colton (Appointed February 2007)					X		X					
Paul Eaton City of Montclair			X		X		X					
Paul Leon City of Ontario (Appointed April 2007)					X		X					
Larry McCallon City of Highland (Appointed June 2007)			X		X		X					
Patrick Morris City of San Bernardino (Appointed May 2006)			X		X		X					
Diane Williams City of Rancho Cucamonga			X		X		X					

**Commuter Rail Committee Did Not Meet

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a member at the time.
 CRCATT08 1 of 1

COMMUTER RAIL POLICY COMMITTEE ATTENDANCE RECORD – 2007

Commuter Rail Policy Committee Meetings are held on odd months

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Pat Gilbreath City of Redlands	X		X		X		X		X		C	
Bea Cortes City of Grand Terrace (Appointed May 2007)	X		X		X		X		X		A	
Kelly Chastain City of Colton (Appointed February 2007)	X				X		X				N	
Robert Christman City of Loma Linda	X		X		X		X		X		C	
Paul Eaton City of Montclair			X		X		X		X		E	
Paul Leon City of Ontario (Appointed April 2007)	X		X		X		X		X		L	
Larry McCallon City of Highland (Appointed June 2007)	X		X		X		X		X		L	
Patrick Morris City of San Bernardino (Appointed May 2006)	X		X		X		X				E	
Diane Williams City of Rancho Cucamonga	X		X		X		X		X		D	

Minute Action

AGENDA ITEM: 3

Date: September 18, 2008

Subject: Orange Blossom Trail

Recommendation: *

1. Receive presentation on the proposed Orange Blossom Trail
2. Direct staff to prepare a Trail-Use License Agreement with the City of Redlands for the segment of the Redlands Subdivision between Nice and Grove Avenues.

Background: For several years the City of Redlands has been the lead agency planning for a 7.5 mile non-motorized and recreational trail between Mountain View Avenue and Opal Avenue. Chris Boatman, Associate Planner with the City, will be giving a presentation on the recently completed Orange Blossom Trail Conceptual Alignment Study.

A portion of the proposed trail is to be constructed within the Redlands Subdivision owned by SANBAG. SANBAG staff is supportive of the use of the railroad right of way for trail purposes where there is sufficient space available to do so and the construction and use of the trail would not impede our ability to implement passenger rail service. The first phase of the Orange Blossom Trail for which the City will be seeking funding is the segment between Santa Ana River in Mentone and Grove Avenues. The portion of this segment within the SANBAG right of way would be between Nice and Grove Avenues. The current proposed terminus of the Redlands passenger rail service is at Grove Avenue, but

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*Approved
Commuter Rail Committee*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

SANBAG should insure that a possible future extension to Wabash Avenue is not precluded.

Staff is seeking direction from the Committee to begin the preparation of a license agreement for that portion of the right of way between Nice and Grove Avenues, using the license agreements approved for the Pacific Electric Trail through Montclair, Upland, Rancho Cucamonga and Fontana as the template. At this time, it is uncertain that the license agreement would be available for SANBAG Board approval in October. Staff will certainly try to insure that the license agreement would be complete for a November Board approval.

Financial Impact: There is no financial impact at this time. Once the license agreement is approved, there would be some minor on-going savings to SANBAG as the cost for maintaining the right of way for the licensed segment would be transferred to the City of Redlands.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on September 18, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: September 18, 2008

Subject: Report on the NASCAR Pepsi 500 Chartered Train Service

Recommendation:* Receive Report

Background: The Board of Directors approved a Cooperative Agreement with the California Speedway in December 1996 to provide chartered train service for the larger NASCAR events. On August 31st SANBAG chartered four trains to the Speedway. We have provided chartered train service to 24 races and transported 184,926 passenger trips.

This year the chartered train service was scaled back from what had been provided for previous Labor Day events (from eight (8) trains to four (4) trains) due to low ticket sales. The service consisted of trains making all stops on the Ventura, Antelope Valley, Inland Empire Orange County and San Bernardino Lines with the San Bernardino Line service originating from Fullerton. Trains arrived between 11:40 a.m. and 12:20 p.m. all trains arrived on time for a 5:30 p.m. race. No regular Sunday service trains stopped at the Speedway, however certain Friday and Saturday regular service made stops.

Our agreement with the Speedway requires us to hold for one hour after the conclusion of the race. The race was over at 8:55 p.m. and the trains began to depart at 10:00 p.m. Unlike the service provided for in February, we did not have to "protect" Monday commuter service as Metrolink does not operate on Labor Day.

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

As mentioned above, service was cut this year due to low ticket sales. A total of 1,635 tickets were sold, a decrease of 34% or 839 tickets from September 2007 event and decrease of 27% or 598 tickets from the February 2008 race.

The estimated ticket revenue less the Speedway's 20% of ticket sale is \$32,700 while the estimated cost of the service is \$74,875, it is anticipated that the \$42,175 of cost over revenue will come from ticket sales revenue fund balance.

On August 6th SANBAG staff met with members of the Auto Club Speedway staff to encourage them to approve Amendment number 2 to our Cooperative agreement whereby in addition to marketing the service and providing ticket fulfillment the Speedway would retain the ticket revenue and would be billed for the train service. The Speedway has agreed to consider adopting the 2nd Amendment. Also discussed was decline in ticket sales revenue and SANBAG's position that once the \$150,000 of funding identified in the Cooperative agreement was depleted SANBAG would be unable to continue to provide the service.

Financial Impact: This item is consistent with FY 2008/2009 budget under Task 37909000 Speedway Rail Operating Expenses.

Reviewed By: This item will be reviewed by the Commuter Rail Committee on September 18, 2008.

Responsible Staff: Victoria Baker, Senior Transit Analyst

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: September 18, 2008

Subject: Measure I 2010-2040 Strategic Plan – Metrolink/Rail Component

Recommendation:* 1. Receive information and provide direction to staff on further development of a financially feasible strategy for the Valley Measure I 2010-2040 Passenger Rail program.

2. Provide direction to staff on whether/how to proceed and/or a pay-as-you-go and/or finance/borrow scenarios.

Background: At the July meeting, staff presented a cash flow analysis of the Measure I 2010-2040 Passenger Rail Program. The initial development of the analysis included projects that were identified in the SCRRA Strategic Assessment developed in 2006 and the anticipated construction schedules for the extension of the Metro Gold Line to Montclair and the new passenger rail service between San Bernardino and Redlands.

Not included in the analysis are additional capital projects such as the replacement of ticket vending machines and validators, the rehabilitation of the Central Maintenance and Operations Facilities, the replacement of the first acquisition of locomotives and passenger car; all of which will have reached their useful life by 2040.

Even excluding the above projects, the anticipated expenditures, totaling \$3 billion, exceeded the forecast of revenues by nearly \$900 million over the

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Approved
Commuter Rail Committee

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

30-year period. Acknowledging that shortfall, staff began to identify projects, mostly those involving services on host railroads where future growth in train service is unknown at this time; the extension of certain infrastructure projects proposed for the 2030 into later years; and the elimination of some of those projects altogether, so that expenditures and revenues would balance over the 30-year period – cutting nearly \$1 billion in project costs.

The Committee was presented with a prioritization of passenger rail investments with the first priority being funding the annual rehabilitation and renovation needs followed by rehabilitation and expansion of the seven Metrolink stations and then the selection became much more difficult. The Committee suggested that staff move the phasing of the Gold Line extension so that it begins after the Redlands project is done and to develop both a pay-as-you-go and financing scenario.

Staff has completed the analysis of the pay-as-you-go (PAYG) analysis. Under that scenario, the construction schedule for the Redlands project would move from the 2012 -2015 period to the 2018-2021 period. The Gold Line extension would move from the new schedule (2016-2020 period) to the 2022-2027 period. Many of the station parking projects would be either delayed or not implemented at all. Several projects originally scheduled for construction prior to 2020 would be delayed until the late 2020's and early 2030's. In addition, only two of the eight infrastructure projects proposed for the 2030 to 2040 period would be able to be constructed.

With the necessity to move the schedules for the PAYG scenario, inflation drives the cost upward. For instance, the anticipated cost for the Redlands and Gold Line projects increased by \$49 million (from \$253 million to \$302 million) and \$34 million (\$154 million to \$188 million) respectively.

Staff, with the assistance of Montague DeRose Associates, has begun the process of determining if a financing scenario is feasible and, if so, how project delivery might be impacted. As of September 10th, that work is well underway, but it will not be available for the Committee's September meeting. Staff would like the Committee to consider changing the next meeting from November 20 to October 16 to review the results of that scenario.

Financial Impact: This item is consistent with the approved Fiscal Year 2008/2009 SANBAG Budget. The staff effort for this work is covered under Task 35209000 – General Commuter Rail. The funding source is LTF Planning.

Commuter Rail Agenda Item
September 18, 2008
Page 3

Reviewed By: This item will be reviewed by the Commuter Rail Committee on September 18, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs.

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents,
San Bernardino Associated Governments
(SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient,
multi-modal transportation system
- Strengthen economic development
efforts
- Exert leadership in creative problem
solving

To successfully accomplish this mission,
SANBAG will foster enhanced relationships
among all of its stakeholders while adding
to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996